

BENT RIM BUGLE

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A Publication of the Michigan Mountain Biking Association

DNR Gets New Wheels

by Meg Comeau

You know how we're always wondering if DNR Folks and other administrator types really understand our perspective? Thinking that if only they took some time to RIDE they would realize that mountain biking is fun, good exercise and a great way to get back to nature?

On Monday, October 15, Jeff Turck, Jim Gilligan and I presented a mountain bike to the Pinckney State Recreation area on behalf of the Potawatomi Chapter of the Michigan Mountain Biking Association. Jon LaBossiere, Manager of the Pinckney Recreation area and Karin Hedman, Park Ranger II were really excited to get their new bike and helmet. Mr. LaBossiere had 2 cameras to document the event and Karin insisted on being the first to ride the bike.



Paul White, a founding member of the PMBC took it upon himself to find an old bike and totally resurrect it. "I bought the bike for \$35.00...it had a bell and basket..." Paul stripped it down, took apart the bottom bracket, cleaned and regreased everything. Great Lakes Cycling and Fitness provided a new triple crank; the front wheel

and tire were donated by an unknown rider (Paul found them along the road!); the freewheel, water bottle cage, chain, pedals, and seat came from Paul's old bikes; shifters, brake pads, inner tubes and brake cables were new.

Jon was pleased to see the helmet that Cycle Cellar donated; he decided that in all photos of bikes that he issues from his park, riders must be wearing helmets. He also said that they really could have used the bike the day before to track down a few "lost" scouts who were using the trail.

[Editorial note: According to an article by Jeff Turck, it turned out that Mr. LaBossiere secured the help of some mountain bikers who were out for a fall ride and the scouts were found and led back to camp. The story was covered on a local radio station as well as the donation of the bike.]

Jim taught Jon and Karin the fundamentals of shifting, and Paul will be stopping by periodically to give riding lessons and do some maintenance work on the bike. This is a significant step toward a better relationship with the park managers. Thanks Paul for getting the ball and bike rolling! Hope to see the DNR grinding some gears soon!

IN THIS ISSUE

Editorial	2
Chapter Chatter	4
Trail Review	6
Short Circuit	8
Land Access Update	10
Pando Pictorial	12
Looking Forward to 1991	13

EDITORIAL

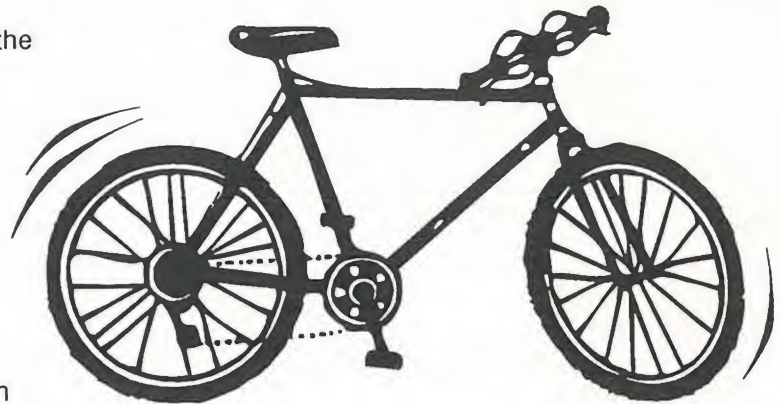
Dwain Abramowski

There are a lot of people with good ideas for the Bent Rim Bugle. If every idea were taken from the thought and development stage, put on paper and submitted for publication in the BRB, our mountain biking publication would dwarf a current set of encyclopedias. Some are good ideas others are not. But most BRB ideas, remain just that - ideas. In any case, I'd like to take a few of the ideas I've heard beyond the idea stage and share a few of them with you.

I was recently told that it would be a good "idea" if the BRB had more information about racing in it. The individual relaying this idea to me said that he could get more information on racing from the monthly issue of "Velo News" then in all three issues of the BRB. My reply, don't let your subscription to "Velo" run out. I'm not saying that racing's not important or fun. It is. I love to do it once in a while myself. When the BRB gets racing and event information, we print it. The more we get the more we print. But the BRB, as I see it, is not a racing publication. Not everyone who buys a mountain bike is a mountain bike racer, but every mountain bike racer rides a mountain bike. You can ride a mountain bike every day but you can't ride in an organized race everyday. In fact, if you race once every week you're doing the superhuman. The BRB is about those other six days. The where to ride, the issues of access, fun and enjoyment found in riding, exercising and perhaps even training (under the proper conditions) throughout the state of Michigan. As I see it, we'll always print the latest we receive about racing and share it with all our readers, but more than likely when your done reading this issue of the BRB you'll take off for a ride, have fun, enjoy the outdoors, meet some people and share and have a great time on your bike, but not within the context of a race. The BRB is a part of that. Always has been, perhaps always will...

Other ideas have included, incorporation of a training/riding/fitness column. Great idea. Is there a doctor in the house? I mean someone who has the time and energy to look for and write something each issue. I know that doctor is out there. Perhaps you know him. Have him or her step forward and punch those keys and help us all get as fit as we can be.

Related to the BRB, but more specifically to the Michigan Mountain Biking Association as whole, came this idea from the endless well of creativity, "Why doesn't the MMBA have a statewide mountain biking race and/or fun event?" It's a great idea. We are looking for someone to jump on it. It has the potential of being over 450 members, shops and interested persons strong. Something that would obviously get front page coverage and probably not just in the BRB. How much fun could it be?



We all know that the BRB is about land access. Where to ride and where we might be able to ride in the future. The idea I've heard, "We need more of this type of information." Well start by reading what the Potawatomi Mountain Biking Chapter of the Michigan Mountain Biking Association has been doing in Ann Arbor and then tell us what you and your local chapter have been doing around your area. Who wants to know - WE ALL DO. Talk about a captive audience...

Another thought - in reporting race results share results of where the members placed." If you're a member and placed in a race tell us about it. I'm sure you'll agree that going through the results of the many many races throughout the year and trying to match the names up with our over four hundred members might be a little time consuming to say the least. However, who else should be celebrated for finishing events and races than our own membership. Let us know where you finished, first or last - it's the people who make a race not just the winner...

The ideas go on and on. I hear about them every day. They are great, or have the potential to be great with a little work. But they are just ideas until you put them on paper or put them into action. If you don't act upon your thoughts and ideas, then we all lose out. Perhaps you can't do it all yourself, you're not sure if it's all that great, you don't have a computer to type it out on, or a picture of it, or the directions to get there, or to do it, or whatever. The ideas we have as members of the Michigan Mountain Biking Association is the foundation of the organization. Start by sharing them with your local chapter president, and then act upon it. You know the old adage, one small idea developed and put into action is worth a hundred big ideas that are never acted upon.

Continued on next page

EDITORIAL continued

As your president, it would be my intent to urge support as a board and act on the ideas that spring up from the local chapter membership. In the year that has passed since the founding of the Michigan Mountain Biking Association, the board has been hard at work collecting input and evaluating the wide variety of situations that exist across the state. In the next year you can look for the board setting state wide goals and directions. Hopefully they will be an accurate reflection of what each chapter sees as important. But that can only happen if you get involved.

In the end, the BRB will then be filled with those ideas, your ideas put into action. So, let me first say thank you to all those who took the time to contribute to the BRB, and the MMBA through their local Chapter, those officers who attended the various board meetings this year (local and regional), the many many mountain bikers (the best of the best) who showed their support through commitments of time, effort and financial resources to help the first year of the MMBA, be a banner first year. If this year was any indication of what is going to happen next year, I think mountain biking in Michigan will not only grow in the number of riders, but in the number of places to ride also.

Thanks for all your support MMBA mountain bikers, see you in February! Now how's this for an idea.... Take a ride . . . On the other hand if it snowing, and you don't feel like riding on your stationary bike or going skiing, dog sledding, snow shoeing, ice skating, etc. why not write a piece for the BRB...

Dwain Abramowski, President and Editor BRB



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CALENDAR OF EVENTS

MMBA Annual Membership Meeting

February 3

Lansing, MI

Time to be announced

MMBA - MI Point Series

To begin Spring of 1991

Look for updates on race dates and times

MMBA Responsibility Code

1. Always yield the right of way to other trail users.
2. Slow down and pass with care (or stop).
3. Control your speed at all times.
4. Stay on designated trails.
5. Don't disturb wildlife or livestock.
6. Pack out litter.
7. Respect public and private property.
8. Know local rules.
9. Plan ahead.
10. Avoid riding in large groups.
11. Minimize impact.
12. Report incidents of trail impasse to local park authorities.

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Chapter Chatter

WEST MICHIGAN CHAPTER:

The Western Michigan Chapter meeting dates are the second Tuesday of the month at 7:00 pm. The Canonsburg Ski Area has been the host to these meetings all last summer and through the fall. The West Michigan Chapter is in the process of developing committees concerned with the trails and fun rides, mailing and distribution, new membership committee and public relations. The chapter also has an official/un-official ride date, contact the chapter president, Sue Gulch (616 453-1041) for more information.

The Western Michigan Chapter also included a "nifty" Michigan Hunting Season Guide that incorporated the various hunting season dates for woodland game. This information was very useful for Western Michigan riders, in that a lot of riding takes place in game preserves.

SOUTHEASTERN CHAPTER:

According to the Chris Delridge, president of the Southeastern Chapter of the MMBA an October clean-up of the Holly Recreation was held. Before the clean-up, Doug Cronkhit the park manager and Chris spent a large amount of time looking at maps of the area in and around Holdridge Lakes (formerly equestrian trails that do not get a lot of horse use). The maps are 15 or 20 years old and the trails have not been maintained in about eight years. Chris and Doug have also spent time walking and re-marking trails and developing new ones. Some of the trails that do get used by hunters and other user groups are a little more obvious, but according to Chris a positive way to affect a trail, "if you don't have the manpower or time to do all the trails of an area is to open trail heads and sections of the trail, such as intersections and where it crosses roads so that it's more obvious that trails exist. This has a tendency to encourage the use of those trails, and many times - use helps maintain the trails" (making them passable).

MID-MICHIGAN CHAPTER:

Joelene Smith the Mid-Michigan Chapter President says, "all trails are open to mountain bikes, thanks to one of our local members (good job Lynn Bergen). Two members and myself went to check on the status and found all trails open and posted as so. Future objectives include a proposal to help officials sign the trails for all trail users. As it stands now it is easy to get turned around and not being able to find loops through the park.

Ingham County Parks: Good fortune has put us in contact with a person at Ingham County Parks that is encouraging us to get involved in obtaining some status as park users. Joelene will be meeting with park officials late in November or early December - look for further up-dates...

POTAWATOMI CHAPTER:

See Land Access Up-date: By Jeff Turck

PONTIAC LAKE CHAPTER:

See Trail Ride/Map Page 6

NORTHERN MICHIGAN CONTACT/ UPPER PENINSULA:

We have a new contact person in northern lower Michigan, she is Shirley Johnson (Tim Brick of the Brick Wheels was serving as our contact, and is still an avid supporter of the MMBA). She is on the staff at Crystal Mountain Ski Resort. Crystal Mountain rents mountain bikes for use on a trail system at the resort and is near some great rides around the Grand Traverse area. Shirley is hopeful that a Northern Michigan chapter of the MMBA will be taking shape soon. For more information contact her at (616) 378-2911.

The Upper Peninsula is also on the way to chapter formation - See the article written by the our U.P. Contact person Janet Koistinen elsewhere in this issue of the BRB.

Survey Says . . .

- Earlier this year you were sent a survey asking various questions about mountain biking: where you ride, how much money you spend, important issues on the subject, etc.
The results are in. The response was great! We received over 100 surveys back. The information gathered is being supplied to the DNR to help them understand the complexities of the issue and get a better idea of who, what and where of mountain biking in Michigan.
Once the DNR responds to the survey information, that response will be shared with you. Until then here are some highlighted responses to the survey questions...
- Where do you ride most? Most common response was single track trails
- Where do you like to ride? Single track trails was most common response again.
- How much time can you give to maintenance? 1-5 hours a month.
- Important considerations? Courtesy, packing out litter, conveying a positive image, safety, watch out for other riders and hikers, a good ride with a minimum amount of blood
- Riding alone or with others - Most common response was with others...
- How much money was spent on the sport in a year? Around \$500.00
- Most important issue? Keeping trails open...
- Thank you to all those who took the time to respond to the survey!



(photo by Hans & Heidi)

The search for mountain bike coolness leads Mike & Ian to Hurrah Pass, UT. John was bummin' because he couldn't go, but his new baby should cheer him up a bit...

Whether your search for cool calls for a new ride (like a Trek, Giant, Specialized, Ritchey or Yeti, for instance), the latest parts, or directions to Hurrah Pass, drop in and see us. Because we're serious about your fun. And our's, too.

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TRAIL REVIEW: Pontiac Lake Recreation Area

Location: Gale Road, one quarter mile west of Williams Lake Road,
Approx. one half mile north of M-59

Trial distance: Ten Mile Loop

Direction of travel: Clockwise

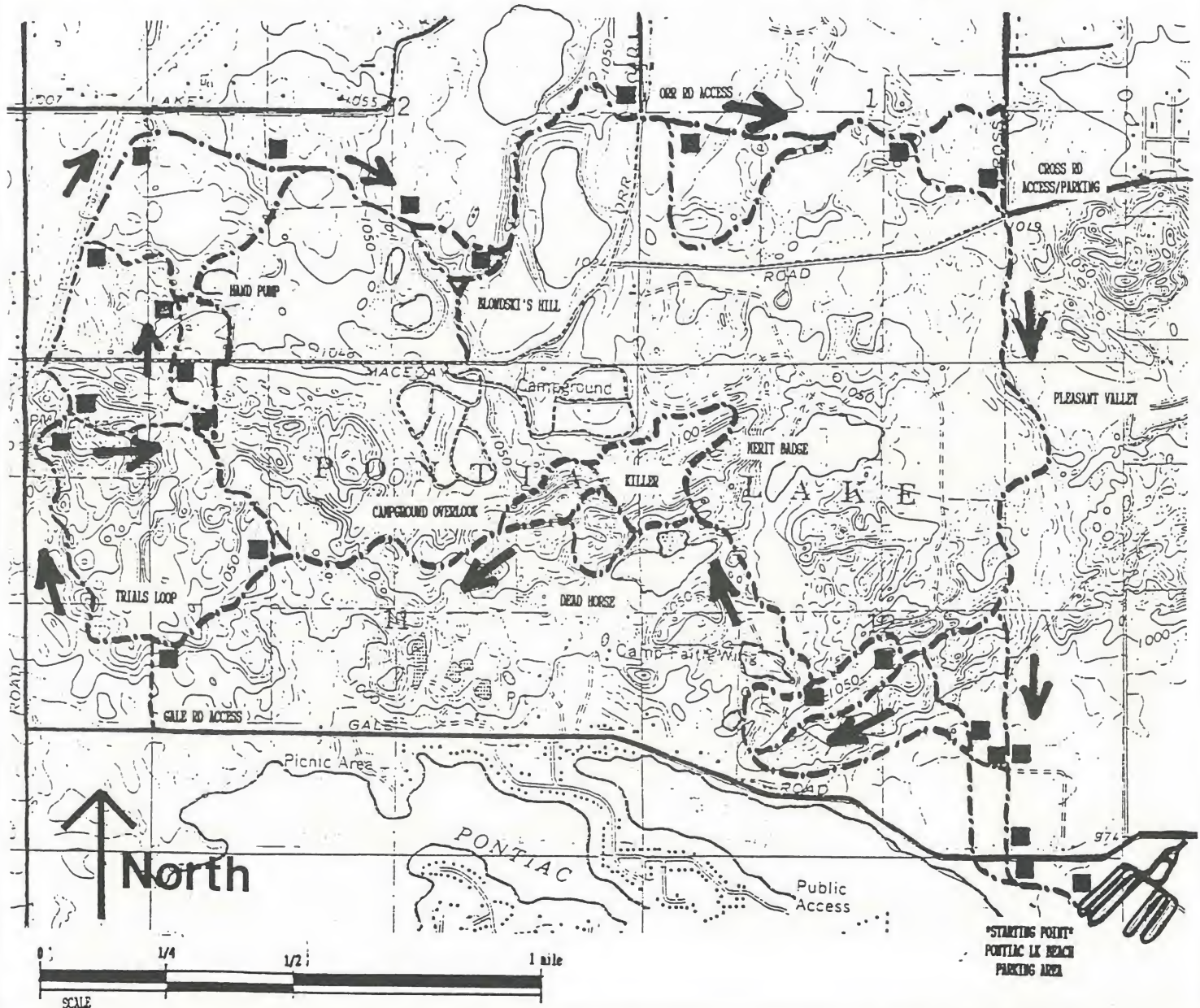
Type of terrain: Rolling hills, some steep climbs with winding curves and sharp corners.
Mostly good single track, some sandy areas.

Notes: Horses use part of trail, always yield at a stand still and give ample warning when overtaking. Be aware of intersections and blind corners. Helmet required.

Pontiac Lake is an excellent trail, well maintained and very popular. It is best suited for the experienced off-road rider, offering what seems to be constant changes in direction and elevation. The area is used by both equestrians and hikers. Some trails are common to all groups, not all trails in the park are open to mountain bikes. Trails for mountain bike use are in the process of being marked. the map should be used only as a guideline; new construction

and re-routing for safety and ecology may deviate from map.

Pontiac lake recreation lies just minutes outside of Pontiac. Lodging can be found along M-59 or at the Pontiac Airport. There are plenty of eateries along M-59. For further information contact Tom Nell Bicycles (313-682-5456). Bike service can be found at either Scarlett's Schwinn in Pontiac or Tom Nell's in Waterford.



Notes from the Top of the World

By Janet Koistenen

By fluke and luck, I was reading a late summer issue of Wisconsin Silent Sports, when I ran across an article on the Michigan Mountain Biking Association and its efforts to keep the State Parks open for mountain biking. Much to my surprise—and dismay, I found that no chapters of the MMBA were organized in the U.P. I immediately began to pout—that once again, the U.P. was being left out of very important issues, and I was going to find out WHY—Ready to pounce, I called Dwain Abramowski, a contributor to the article, to inform him that not only did we have great mountain biking trails, excellent mountain bikers, and great scenery, etc., etc., etc., and that our interests were just as important as those down-state, and that I didn't appreciate the U.P. being left out—only to find out that Dwain had been trying to locate someone—anyone—involved in protecting and promoting mountain biking in the U.P., but with no success. Oh Whoops!!! One volunteer ready in hand, Dwain officially "recruited" me to

assist with spreading the word and organizing for the MMBA in the U.P.

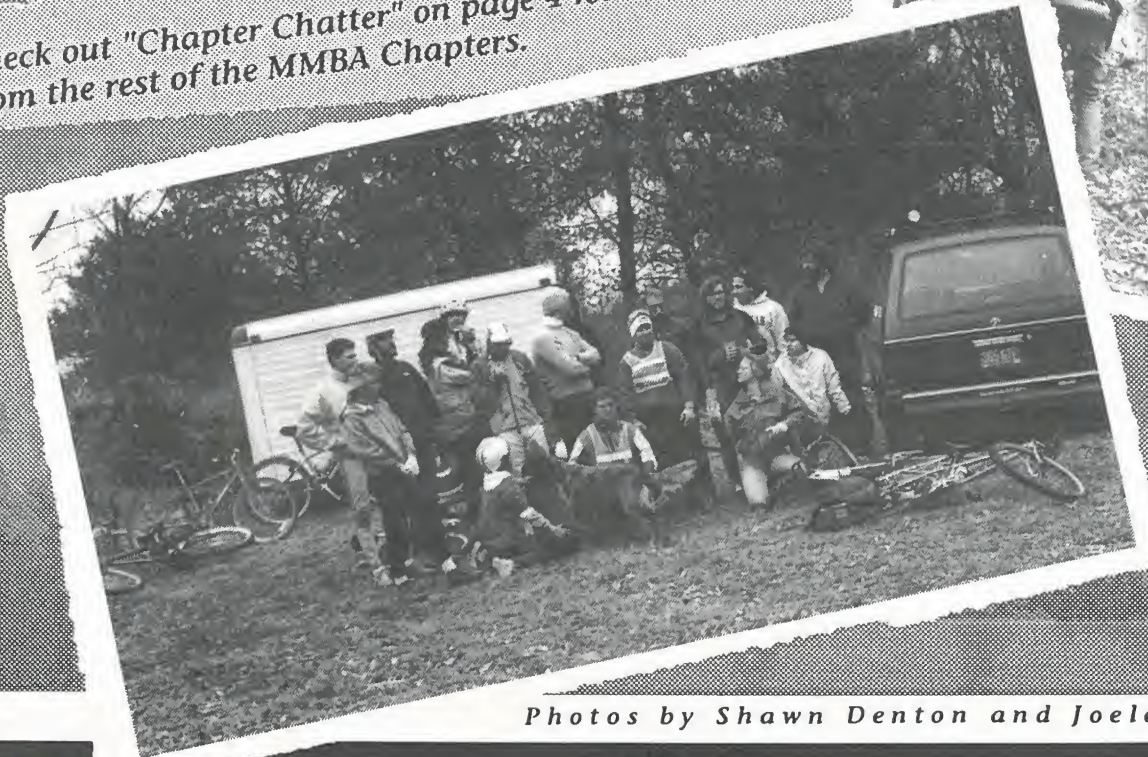
Following Dwain's suggestions, I have been "recruiting" bikers and looking forward to a chapter in the U.P. I have spoken with George Robb of the D.N.R. who is very anxious to receive input from those of us in the U.P. and I have begun to research the various trail systems in our area which are open and accessible to mountain bikers. I have also been trying to get a "handle" on the various races and events in our area for mountain bikers.

So thanks to Dwain and Wisconsin Silent Sports, the U.P. has been "included" in the MMBA system, and I've been humbled to know that there are such involved and committed people in the mountain biking arena who have been advocating for all of us.

If you are planning a vacation in the U.P., please feel free to contact me for information on trails, accommodations, etc. : Janet Koistenen, (906) 225-0753.

Mid Michigan Chapter doing some trail maintenance at Rose Lake State Game Area

**Check out "Chapter Chatter" on page 4 for the latest news
from the rest of the MMBA Chapters.**



Photos by Shawn Denton and Joelene Smith

Short Circuit: Thoughts to create thoughts. . .

Take one off center individual, slightly maladjusted, with a perverted sense of purpose and anything can happen. For the few who have seen the rare occasion that I can turn all this into almost logistical sense I have aptly been dubbed "Short Circuit". Oh ya I forgot to mention that credibility and good sense are not my strongest of virtues...

Now that I've documented by insanity let's discuss NORBA. They're a wonderful bunch of folks. That's cool. And we do need a national sanctioning body. Equally primo. I understand all that, but who, what and where is NORBA? Who's brilliant idea was it to: "roadies" in charge anyway? I'm confused. I have nothing against road racing and have been seen at a few events, even marshaled at Bell Isle [a thousand years ago], but does that make sense to you? Be honest. This ain't cyclocross we're talking about. And if NORBA is half of this organization how come promoters don't pay the same tariff, USCF BEING CONSIDERABLY CHEAPER? If you are going to govern shouldn't there be "minimal safety and medical requirements", shouldn't someone inspect the course to insure the quality of racing?

NORBA is young and can't do all that right now. Fine, but why then do they lock out the independents by outlawing members who participate in non-sanctioned events? Seems to me that if you can make a statement like that and patrol all the races NORBA reps might as well get involved while they are there right? Besides all this does is lock out some very professional independents like Oakland County Parks Recreation - Addison Oaks. Not only are these two of finest races in the state each year, but Addison Oaks has the resources to explore new avenues most independents can't risk doing. It also has the attraction of being non-sanctioned giving many enthusiasts the chance to try racing who would otherwise find being sanctioned just to intimidating and simply not participate. The idea that sanctions promote uniformity is just so much frog puckie. Look to any other form of mechanized racings rules and you'll quickly discover a complex array of organizations, qualifications and rules. Wouldn't it be alot simpler to have NORBA "approve" certain independents making their events sanctioned exempt? This seal of approval would still give NORBA the opportunity to insure the quality of racing and bring some uniformity involvement would be purely exhibitional. Na, that's too simple.

Hey, I'm not trying to increase my mail bomb letters received. I just would like some answers and for NORBA to lighten up a little. Sooner or later someone is going to have to decide which is more important; politics or the sport. It's either going to be NORBA or the participants. Mutiny!!! Put'em to the mercy of the deer flies! Ah oh, Short Circuit. . .

Greg LeMond will be introducing a mountain bike line for 1991. What's a Tour De France champ know about

mountain bikes? Beats me, but LeMond entered, raced and won recent popular event on one of his new creations proving that both LeMond and machine are quite capable off-road.

Rumor has it that NORBA will go international for '91. While the orient manufactures it's brains out and the Europeans have heritage, it's the Americans who have proved once again that we know how to have a good time. Racing will be cut back on a national level in order to include Canada and Europe on next years schedule. The Championships will be a World event held outside the U.S., reportedly in Canada. NORBA has also made noises that it would like to see promoters run a points system by state and hold state or regional championships. This will limit the involvement of the factory teams in the U.S. but raise the level of local racing. At least that's the idea, which doesn't sound to shabby. It would appear that mountain biking racing is going big time in any respect.

Addison Oaks was held the twenty second and third of Sept. Even though attendance was off because of weather everyone had fun. There were some things worth noting. The team relay comprising of three men and one woman teams held on Saturday was a big hit. Plaques and

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Short Circuit continued . . .

ribbons were awarded for top finishers without the usual accompanying water bottles, tires and gloves as prizes. Instead, manufacturers and sponsors elected to raffle off, by registration forms, four bicycles and a bicycle rack over the two day periods. That was over \$3,000 dollars in prizes and everyone had a shot at taking something home. Participants approved, especially those who walked home with a new bicycle! A new award was issued. The twist here was that it was given to Addison Oaks from all of us; the mountain bikers! Quote "this award is dedicated to Addison Oaks as a symbol of appreciation for Oakland County Parks and Recreation's involvement and support of off-road bicycling, both recreational and racing. On behalf of mountain bikers everywhere, thank you." The presentation was great and the mountain bikers loved it. The racing at Addison Oaks is superb, but there are other races which are superb, not to take that away from Addison Oaks by any means. While it has become quite fashionable for government agencies to shut down land access to mountain bikers, Addison Oaks has not only remained open, but supported mountain bikes with constant improvement and innovation. In this respect they have been and continue to be a bright light in an all-to-often dark tunnel. This award, a first by the way, will go a long way to show government that we do care and support those agencies who support us. Nice touch.

All in all it's been a pretty good year. Starting out was shaky, but mountain bikes have received world wide recognition, we over turned many of the rulings which threatened us and we've shown our appreciation by working within the system instead of fighting it. I love it when a plan comes together. Next year maybe we could start a national 'Save the Mountain Bike' campaign. You know, have some disgusting posters of mountain bikes being trampled by horses or biking sucked under by trash in land fills. We could get Sally Struthers to do a telethon for the restoration of lost machines due to acid rain and toxic stream crossings. Even a warped mind is a terrible thing to waste. Hey, we just hit the high spots. We'll leave the details to the real writers. Scary thought huh?

Suggestions? How about a different perspective altogether? Let's look at some objectives. The B.R.B. should be informative, get people involved and basically bring the entire mountain biking community together as a whole in all respects. The tough part is how do we accomplish this and still have time to eat, sleep and maybe even go for an annual ride.

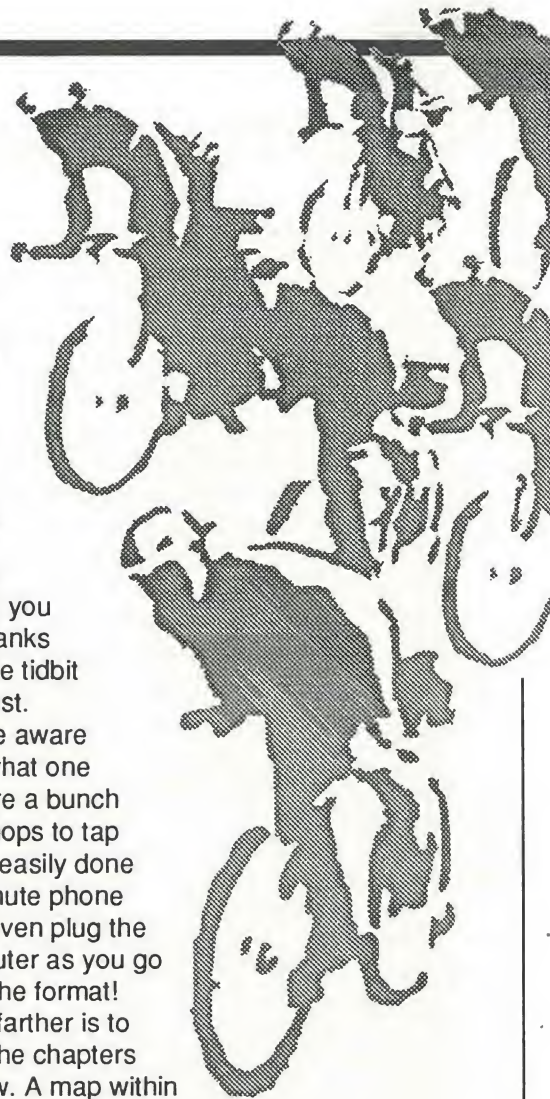
To begin with statistics are the easiest to deal with, just list the little buggers on a given format and you're done. Bringing the mountain bike community together means understanding who's who up front and personal. Combine the two by including a profile of a person on the trails; racer, recreational rider or promoter.

Couple that with an inside the industry profile of a shop. Three things are accomplished. The work load is lessened because a set format for listing data can be plugged into the computer and all you do is fill in the blanks followed by a little tidbit of creative interest. People are made aware of who's doing what one on one. There are a bunch of people and shops to tap as resources all easily done with a fifteen minute phone call. You could even plug the info in the computer as you go down the list of the format! Taken one step farther is to farm this out to the chapters with a trail review. A map within a given size would accompany a review listing location, length of trail, difficulty and any outside interests like places to see, lodging and eateries. A couple plus factors are that in time a member could have a rather nice trail atlas and the shop profile would be an added incentive for soliciting shop support, "...and we do a shop profile in the B.R.B..."

Next to a calendar for upcoming events and a classified ad. For winter (yuk) have members vote on their favorite event, favorite trail and what they feel should be done to improve the sport. Publish the results and just what is needed to accomplish their goals. That leaves you with one page for letters and contributions and if you feel creative, another page. Bingo we're done, we're out riding! With this format the B.R.B. could be a bi-monthly deal.

Please understand that there are plenty of folks who will be more than happy to tell you just how you should do your job (get the newsletter together). I feel that being more personal, less work and more informative is the main objective. The possibilities are endless. A woman's point of view could be a regular, with diet and training tips. A product review could be added. Not so much as testing as just what the hell is it and why; like box section rims for example...

[Ed. note: Well what do you think mountain biking, MMBA dudes and dudets?]



Whattt . . . another permit?

By Cal Lamoreaux

We travelled about half of the Hart-Montague State Park/Bicycle Trail a few weeks ago. Two dollars of each registration fee for the tour paid for a one-day trail pass that we fastened around the headsets of our mountain bikes. It was worth it. The trail was flat and smooth and beautiful. However, it happened that, less than a week later we found ourselves traversing a short section of the (unpaved) Kal-Haven trail, the H-M trail passes were still on our bikes and the trail maintenance men glanced at them as we whizzed past. It brings up a situation where avid bike riders must do some serious math.

A yearly pass of K-H is \$10.00 per bicycle, \$20.00 for my wife and me. That is already more than the \$15.00 I pay for my Ford's annual State Park sticker, if I pay another \$20.00 for a pair of H-M passes and another \$20.00 lets say, some time down the road at Pinckney trail if a fee should every be imposed, that adds up to serious money to admit us to the trail areas of the state. Then, what if I want to take my road bike to H-M, instead of my mountain bike? Another charge of \$2.00 to \$10.00 dollars! The fee for the trails system is apparently not well planned or thought out. It especially looks bad when you consider that the \$15.00 state park motor vehicle sticker admits as many people as you care to cram into one vehicle. And it covers all Michigan State Parks, except the bicycle trail parks. To rub salt in the irritation, the \$15.00 permit also applies to motorcycles, but not bicycles! I pay the \$15.00 gladly, but fairness has to enter in somewhere.

But wait, consider this: I took a bike ride through the Yankee Springs campground a month ago and was absolutely shocked. There seemed to be more bicycles in the camp than people! There was an assortment of heavy-weight, 3-speed, 10-speed, and mountain bikes. And all of them came in free on the motor vehicle sticker! This is

quite a change from the last time I camped in a state park, when bicycles were rare.

Mulling all of this over, I have an idea for a possible fair solution. I would love to hear from others who think they may have a better one. How about an annual state park sticker to be required for all bicycles in any state park, including the trail parks? I'll bet it could be only \$2.00 per bicycle, and would raise far more money for bike trails than the present "\$60.00" system. And it would be much more affordable. The funds could be used for all bike trails in the state.

Another good/bad example of governments and trails - tenth street, old US-131, was repaved this year from Shelbyville to Wayland. The section from Shelbyville to Bradley was merely repaved. In contrast, the section from Bradley to Wayland was widened more than 8 feet, adding the safe, wide, paved shoulders that cyclists love. This road now links Wayland to the Wide shoulders of the road to Yankee Springs. Was the Martin township board too narrow-minded to take advantage of the state funds available (from gasoline tax money, no less) for bicycle-trail-style shoulders? Were they violating the law by not providing for them? Have they not seen the potential for tourism? Anyone who has seen the high level of traffic of the Hart-Montague, and other people/bicycle paths should be aware of the potential of such paths in other areas of the state, especially if they all would connect together.

At least for the rest of this year, I personally, will continue exploring the good number of absolutely free, but generally in poor condition, trails in the Yankee Springs Recreation Area, a mere 10 miles from my front door. As a relatively not-polluting bicyclist, we need to get our ideas together, and consider a fair and viable alternative to the present trail financing system. Then we need to advise the DNR, the DOT, NRC, and our state legislators.

Land Access Update:

A Perspective from Jeff Turck – President of PMBC/MMBA

The current outlook is promising for continued riding in the state parks and recreation areas. I have received a couple of letters from Dwain Abramowski (MMBA Pres.) that were sent to him from Jack Bails (Deputy Director) and Dave Diltz (Acting Director of the State Parks) of the DNR. One was addressed to Dwain and one was to all of the park managers. The one to Dwain was in reply to his comments that the communication lines be kept open between the DNR and the MMBA. They told him that they intend on keeping us well informed of any issues or problems. The other letter told the park managers to remain open to input from local biking groups (PMBC-MMBA). The DNR plans to look at the mountain

biking situation for re-evaluation throughout the fall [and winter].

We have admittedly done a fantastic job at the Pinckney Recreation Area. Accomplishments include: a controlled traffic flow pattern, increased signing, rules posted at trail heads, and of course trail maintenance. They are asking us to build them a wooden bike rack which would be placed near the concession stand. Also, they need us to help with other projects this fall.

The other parks [in our area] however, have had minimal attention. Contact has been made with Brighton, Island Lake and Waterloo, and we are welcome to help

Continued on next page

MMBA SHOP AND MANUFACTURE MEMBERS

They're not just along for the ride!

Ann Arbor Cyclery
MMBA/PMBA
1224 Packard
Ann Arbor, MI 48104

Bicycle Institute of America
MMBA
1818 R. Street NW
Washington, D.C. 20009

Cycle Cellar Inc.
MMBA/PMBA
220 Felch St.
Ann Arbor, MI 48103

Down Wind Sports, Inc.
541 North Third Street
Marquette, MI 49855

Free Wheeler Bike Shop
West MI Chapter MMBA
915 Leonard St. NW
Grand Rapids, MI 49504

Giant Bicycle
320 Corporate Dr.
Elgin, IL 60123

Great Lakes Cycling & Fitness
564 S. Main
Ann Arbor, MI 48104

Denny's Schwinn
Central Park Bicycles
3577 Ponderosa
Okemos, MI 48864

Highwheeler Bicycles
Att: Mike Clark
76 E. 8th St.
Holland, MI 49423

Jerry's Bicycles
1449 W. Ann Arbor Rd.
Plymouth, MI 48170

Lakeland Mt. Bike Adventures
805 Queen St. East
Sault Ste. Marie, Ontario
Canada P6A-2A8

Maclean Const. Company
Scott D. Maclean
7411 M-116
Ludington, MI 49431

MGM Bicycles & Fitness Equip.
MMBA Shop Member
43767 VanDyke
Sterling Heights, MI 48078

Oakland Cty. Parks & Rec.
C/O Sue Wells
2800 Watkins Lake Road
Pontiac, MI 48054

Tom Nell Bicycles, LTD.
MMBA/Pontiac Lake Chpt.
2528 Elizabeth Lk. Rd.
Pontiac, MI 48054

Velocipede Peddler
Mid. MI Chapter
541 E. Grand River
East Lansing, MI 48823

Village Cyclery
Dave & Dan Morris/PC/MMBA
109 E. Main St. P.O. Box 675
Pinckney, MI 48169

Ypsilanti Cycle Inc.
118 W. Michigan Ave.
Ypsilanti, MI 48197

Land Access Update - Continued from previous page

provide trail maintenance there as well. We just need more participation from our membership to effectively carry out those projects.

There have been some exciting developments recently. It looks like the Brighton bike study zone has definite possibilities for the development of a multi-loop trail system that we can help design and implement. Further, Island Lake is in need of some serious attention. Most of the trail system there is not only overgrown but is practically nonexistent. That puts us in the position of helping design and re-route that trail into one that in some ways could rival the Poto!

All is not lost with Waterloo! We need to seriously re-evaluate the situation there. Although the Waterloo Trail is a point-to-point trail, and much of the park is wet-land, Waterloo remains the largest park in the lower peninsula, which means that there is plenty of space to implement a trail design.

The original plan of the Potawatomi Chapter is to develop trails at Waterloo, connect them to Pinckney via the Ninawakee trail (currently closed), keep Pinckney open, and evaluate trail possibilities at Monks Road bike study zone and connect them with the Lakelands Trail. The

LakeLands Trail is an old railroad bed that is being modified for bicycle use (multi-use) by Rails-To-Trails. It would be a point-to-point trail running from Hamburg to as far west as Jackson.

The ball is in our court. The DNR is relying on our help and input in the suitability, design criteria, and building of these proposed trails. They will definitely be seeking our advice in the fall [and winter] and we must be prepared to offer solutions. We are positioned to help implement one of the greatest mountain bike trail systems in the country, and clearly it is in the best interest of the state of Michigan if we do. Why? Not only because it will benefit all of us, but also because it will benefit our visitors as well.

The responsibility is great, but so are the rewards. With all of this, naturally there is much to be done. Learn about the bike study zones and form your opinions. Attend the meetings to discuss and voice your opinions. Join the committee of your choice. But above all, get involved. We have the fall [and winter months] to pull things together. When it comes down to "crunch time," I want to proudly announce our successes and to thank each and every one of you for your efforts. Truly, the time is now.

Pando

P I C T O R I A L



Slip sliding away . . .



Funk and tongue . . .



Pando overall winner MMBA member Steve Hammett

PANDO MOUNTAIN BIKE QUESTIONNAIRE

Name _____

Address _____

City _____ Zip _____

Would you ride on a pay-to-ride trail? Yes ☐ No ☐

How much would you be willing to pay for a daily pass? _____

Would you be willing to buy a season pass? Yes ☐ No ☐

What months do you ride the most?

April

May

June

July

August

Sept.

Oct.

Any comments or suggestions _____

Thank you, Pando Management

Pando Ski Resort
8076 Belding Road
Rockford, MI 49341

Looking Forward to 1991

by Brian Delaney

As fall gives way to winter and our wheels have to dodge stumps and rocks from under the leaves and/or snow, it's time to look back on another year of mountain biking in Michigan.

It seems just yesterday that the DNR ban in state parks and recreation areas was imposed. I can still remember the shock Meg, Jeff and I felt when we heard the news. We felt like the one sport we really loved was being restrained by some faceless government bureaucrats in Lansing. We sat up late into the night brainstorming about how to fight the system. That was late December - early January, and all I could picture was view off the top of the hill on the Crooked Lake trail. Would I ever see it again on a bike? To say we were nervous is an understatement. We got a lot of help from Paul White and clearly had our work cut out.

You all know how this year's story ended up. We merged with the MMBA, developed a rapport with the DNR on a state and local level, one which continues to grow. In general, 1990 has been a positive year for mountain biking in Michigan, due to a lot of factors. The fact that you're reading this is proof that we are developing our collective voice — it's only just begun.

The crux of this article is about YOU - the membership. Our position as a user group to be reckoned with is largely due to your efforts. By joining in this uphill climb

(in granny gear) for land access and state government consideration, we now must begin to define long term goals and objectives for 1991.

Being the fledgling organization that we are, it's safe to say we can learn much from our counterparts in other states on how to turn a previously precarious situation into a pro-active, streamlined group that has statewide vision. You, the membership must let your board of directors (both local and state) know what YOU believe to be the important issues. For example, should we examine each and every state park within our borders for potential riding areas? Should we work with ski resorts to promote mountain biking events? Should the MMBA be involved in racing or should it remain a strictly land access organization? How about fund-raising for charities and trail maintenance/park improvement? These represent just the tip of the iceberg. How you perceive our priorities will largely dictate our success in the new year.

When the next MMBA general membership meeting takes place in Lansing (in February 1991) each of you should have an idea of what direction you want the MMBA to take. Take some time and figure it out, then plug yourself into a set of statewide goals for 1991. Those of us who put in the time always feel the rewards. As for the "faceless government bureaucrats" in Lansing, the ones

Continued on page 14

Looking Forward to 1991 *Continued from page 13*

dealing with bike issues are a pretty fair lot. As for "fighting the system," we're learning to work with it. Join us.

A Message from the President

Being president of the MMBA organization I wholeheartedly support Brian and his perspectives for 1991. The MMBA is only what its local chapters are and the local chapter are the mountain bikers - YOU. It is your efforts, ideas, directions, help and support that will keep the mountain bikers of the 1990's riding and enjoying the large tracks of "wilderness" that remain in Michigan. I see the MMBA helping to preserve this wilderness for future generations to enjoy on mountain bikes, as well as on foot,

on skis, snowshoes, snowmobiles, etc.

I also see the MMBA promoting events. What kind of events is up to you. I see the MMBA helping in the design of mountain biking parks; ski areas, local parks, township parks, county parks, state lands, etc. How much? Again it is up to you. In short, my "personal" vision of mountain biking is one that in the end helps me (and all mountain bikers) enjoy this "wilderness" of Michigan sprinting like a deer, sometimes climbing like a snail, through the forests and hills for years to come. I see the MMBA doing what you want it to do. So, just make sure you let your local chapter and the state board know...

BIRD HILL PARK :

A lot of work for just one ride!

By Meg Comeau

For those of us who live in downtown Ann Arbor, Bird Hill Park is a great place to ride wooded trails without loading a bike on a car. The park covers approximately 116 acres and is located across from Wines Schools, bounded by Newport, Barton and Bird roads. The park is also used by hikers and bird watchers.

Increasingly this summer, someone who seems to be anti-bike is pulling deadwood logs and branches across the trail. Some of the ambushes are really dangerous because they appear on blind curves and steep downhill. Not to be thwarted by this scary behavior, we set out to make a clean sweep of the park.

Fortified with an All Art Fair lunch, Jeff Smith, Brian Delaney and I left the crowds of the city behind and set out to clear the trail. Brian has been trained in trail maintenance by Karin Hedman, Park Ranger II, Pinckney State Recreation Area. We applied those same principles in clearing the Bird Hill trails. Nothing larger than 1" in diameter was trimmed. Most of the work was clearing approximately 200 logs that had been strategically placed to block the trail (it was almost impossible to ride more than fifty yards without having to stop and move logs). Using Jeff's trusty clippers, we trimmed bushes which protruded into the pathways. In cutting back some overhanging dead stuff we found a bountiful black berry bush which provided luscious snacks.

Underneath about five of the logs we discovered ruts from bicycle tires in the trail. These are probably the main sore spots with hikers. We gathered all sorts of fallen material (twigs, bark, leaves) and packed these rutted areas in the hopes of filling them and at the same time leaving them rideable.

The whole process took about 2 hours, then we took a victory lap. All of a sudden Smitty and Brian pulled up short. A large branch had fallen off a tree right into trail! (At first we thought we were being followed.) What a weird coincidence.

The identity of "log man" remains a mystery, so if you ever see someone booby-trapping the trails, one thing to do is to introduce yourself as calmly as possible and try to get their name. All trail users are accountable for their actions.

Bird Hill is an important riding area for mountain bikers who live in the city and for those looking to improve their technical skills (good bunny hopping and twisty uphill). If we keep doing this kind of trail maintenance regularly, others who use the park will understand that the park is important to us and we are willing to work to make it a better place for all who enjoy it.

You each have a favorite trail for the different kinds of riding you do, leisurely after work loop, tough & technical, whatever. Spend some time taking care of that trail. Others will notice and you'll feel great.

QUESTION:

What actions would you consider essential to promoting the sport of mountain biking in Michigan, in terms of the benefits it affords our citizens, as well as our visitors?

RESPONSE:

from Governor John Engler

As the sport of mountain biking grows, I believe safe, environmentally sound biking practices should be stressed so that the trails we have are preserved for continued use and enjoyment. I would support promoting the health benefits to be gained by mountain biking and mountain biking as a clean, inexpensive and enjoyable way to explore the beauty of our state. I would also suggest the redevelopment of some of the historical trails that criss-cross the state, with companion trail guides that explain the trails' historical significance and wildlife of Michigan.

Notes for your fanny pack:

Note 1

According to the Pedal Press a Kalamazoo Bicycle Club newsletter, the very same Department of Natural Resources that recently decided that your mountain bike tire would cause so much damage on state land that they banned bikes from the majority of state parks [and/or heavily restricted their use in such areas as Yankee Springs Recreation area] has recently seen fit to lease some of their land to big oil interests. In mid July, the DNR auctioned oil and gas leases for 86,303 acres in 19 counties. Given the DNR's stand on mountain bikes and their impact, those must be some pretty low-impact oil rigs they're planning to bring into state lands...

Note 2

U.S. Forest service continues trail funding. A very successful federal program that is funding trails nationwide is the Challenge Cost-Share Projects program of the US Forest Service. Several Ranger Districts in Colorado have received funding through this program. "USFS Offers Trail Grants," by Eric Seaborg, is an excellent summary of the Challenge Cost-Share Project. This article appeared in Pathways Across America, a "newsletter for National Scenic and Historic Trails" published by the American Hiking Society and National Park Service. For information, write to Pathways Editor, American Hiking Society, 1015 31st St. NW, Washington DC 20007.

Note 3

As quoted in a summer issue of IMBA (International Mountain Biking Association) newsletter...Michigan MMBA Member On Land Access - If you are lucky enough to have ended up with a park right in your backyard, you now will have to become a caretaker, so to speak, so you and others can continue to ride there. To our advantage we have a commitment from David Hales, Director of the Michigan Department of Natural Resources (DNR), who stated that "mountain biking is a legitimate outdoor activity that should be provided for on state lands." What does this mean to you? Keep writing to the DNR to maintain our right to ride, we must be involved...

Note 4

The Bud Light Gonzo Mountain Bike Festival held Labor Day weekend in Mansfield Ohio, attracted over 400 mountain bikers from 22 states, as well as several participants from Canada. According to race promoter Scott Bowers, attendance was officially documented at 408 riders, up from only 196 the year before. Scott attributes the large increase to several factors; probably most significant was the cash purse of \$5,500.00 plus prizes, 2nd was the heavy advertising and promotion of this year's event, and third was probably word of mouth about last year's event being a great time. Of significance, is also the fact that 85 of the 408 riders came from Michigan, far exceeding any other state's attendance with the exception of Ohio. Not only did Michigan provide a large contingency of cyclists, but a large contingency of very competitive

cyclists, with many top finishers in the weekends' four events. Over \$1,500.00 in cash, plus numerous prizes and trophies were taken home by Michigan Cyclists...



Note 5

The Lansing State Journal stated: The sheer number of mountain bikes being shipped to stores and dealers during the past 10 years is a good indicator [that mountain biking is here to stay]. According to the Bicycle Manufacturers Association, 400,000 mountain bikes were shipped to dealer throughout the United States in 1980. The number increased to 3.8 million in 1989...

Note 6

"The world is run by those who show up..."

Note 7

In American Hiker August 1990..."AHS (American Hiking Society) recommends that decisions about mountain bikes on trails be made on a local basis and that all trail groups work together to find appropriate responses to local and regional disagreements over trail use. In some areas, physical deterioration resulting from bikes using muddy or unstable trails may be the most serious concern. In others, potentially harmful confrontation between hikers and bikers on certain trails are a more pressing worry. In many areas (perhaps most areas) no problems have been reported and an open policy allowing all trail users access to trails may be the most appropriate response...

Note 8

Are you one of these people? "This is a story about four people: Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was asked to do it. Everybody was sure Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when actually Nobody asked Anybody..."

Note 9

Take a ride!

Note 10

We've switched back! . . . Calls ran 4 to 1 in favor of returning to the non-glossy paper stock, to help in the recycling of used copies of the BRB. Hopefully, the price of recycled paper will come down and future issues of the BRB can be printed on it.

MICHIGAN MOUNTAIN BIKING ASSOCIATION

*MEMBERSHIP INFORMATION

Individual Member -	20.00	Bike Shop/Dealer/ Promotor -	100.00
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Benefactor -	100.00	Benefactor -	500.00
	(or more)		(or more)

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please contact (616) 784-9327)

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- Updates on D.N.R. other trail issues
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in the direction of mountain
biking in Michigan

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